

## NEVADA COUNTY TRANSPORTATION COMMISSION

Minutes of Meeting  
September 21, 2005

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, September 21, 2005, in the Grass Valley City Council Chambers, 125 East Main Street, Grass Valley, CA. The meeting was scheduled for 8:30 a.m.

Members Present: Nate Beason, \*Tim Brady, Patti Ingram, Russ Steele, \*\*Josh Susman, Robin Sutherland, Conley Weaver

Staff Present: Dan Landon, Executive Director; Nancy Holman, Administrative Services Officer; Mike Woodman, Transportation Planner; Toni Perry, Administrative Assistant

Standing Orders: Chairman Ingram convened the Nevada County Transportation Commission meeting at 8:30 a.m.

Pledge of Allegiance:

### PUBLIC COMMENT:

Chairman Ingram opened Public Comment, to accommodate a citizen who was unable to stay until the end of the meeting.

John Givens, who lives in Nevada City, commented on the project known as Deer Creek Park 2. Mr. Givens questioned if the NCTC would like to communicate the Banner Mountain Trail right-of-way with the Nevada County Planning Commission so they include it in the comments on the draft EIR.

\*Commissioner Brady arrived at 8:32 a.m.

### INFORMATIONAL ITEMS:

#### 1. Financial Reports:

A. Period 13, July, August 2005

There was no discussion.

#### 2. Correspondence:

J. City of Nevada City Resolution 2005-34 – Nevada City Council supports the construction of the Dorsey Drive Interchange as a priority project to be completed as soon as possible. 8/18/05, File 1030.3.2.1.

Executive Director Landon expressed appreciation to the City of Nevada City for their resolution regarding support of the Dorsey Drive Interchange and acknowledged their desire to see the full interchange constructed rather than a phased approach.

- L. Caltrans - Receipt of revised programming estimates for Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds. 9/12/05, File 500.1

NCTC received official notification from Caltrans that NCTC will be receiving CMAQ funds, due to Nevada County's designation as non-attainment for ozone under the Federal Air Quality Standards. Mr. Landon stated that it is expected NCTC will receive about \$850,000 per year.

\*\*Commissioner Susman arrived at 8:36 a.m.

3. Executive Director's Report

3.1 Grass Valley Corridor Improvement Project (GVCIP)

Executive Director Landon reported the City of Grass Valley staff has taken on the project management of the GVCIP. Mr. Landon previously managed the consultant contract with Bickett Engineering, Inc. (BEI) due to the departure of two City of Grass Valley engineers last winter. He stated the draft Project Study Report (PSR) is completed, the Plans/Specifications and Estimates (PS&E) need to be completed, and a final alternative selected.

3.2 Regional Transportation Plan (RTP) Update Status

Executive Director Landon reported the RTP has been delayed, based on the delayed scheduling for the fund estimate for the State Transportation Improvement Program (STIP).

3.4 Selection of NCTC's General Counsel

Executive Director Landon notified the Commission of the selection of Nancy C. Miller, of Miller, Owen & Trost as the new NCTC General Counsel.

3.5 Joint Workshop: Grass Valley City Council / Nevada County Board of Supervisors / Nevada County Transportation Commission

Executive Director Landon highlighted results of the Joint Workshop held on August 15<sup>th</sup>.

3.6 Upcoming Staff Activities

Executive Director Landon shared that he would be attending a Self-Help Counties Coalition "Focus On The Future" Conference, plus he and Michael Woodman, Transportation Planner, would be attending the Rural Counties Task Force conference in October.

3.7 Update On Internet Projects

Executive Director Landon noted NCTC is updating the website, and a visual display was provided of the proposed website update and the web-based traffic database for Nevada County, being prepared by PRISM Engineering.

Commissioner Brady asked questions regarding development of the NCTC Traffic Model and how information would be displayed on the website and how the traffic model will be updated. Mr. Landon explained how the model was originated and updated in 2000. He said the information displayed on the website will be a part of the data that will be used to calibrate the 2005 base year

and then NCTC staff will collect and determine a growth scenario for a twenty-year period in the future, and that will be the basis for updating the RTP projects, Regional Transportation Mitigation Fee (RTMF) projects, and our long-range forecast.

Commissioner Brady emphasized the importance of this process. He said the update, input, and acceptance of the model will give the public cause to believe that NCTC is on the right track. Chairman Ingram suggested Executive Director Landon consider making a presentation to the Nevada County Board of Supervisors and the city councils with regard to the web page and to alert them as to the opportunities with the traffic database. Commissioner Steele suggested the general public should also be informed of this resource, to help clarify what the NCTC does and the services it has available.

4. Caltrans District 3:

A. Project Status Report: Winder Bajwa, Caltrans Project Manager for Nevada County.

Mr. Bajwa gave the following brief summary of project activity that has occurred since the last NCTC meeting.

- *SR 49 Bear River to Wolf/Combie Road Widening* – Mr. Bajwa stated the final accounting is complete and the final cost was \$8,051,624. Executive Director Landon added that the initial construction estimate was \$12 million, so the project was completed three months early and \$4 million under budget.
- *Truckee Bypass Mitigation Planting* – Mr. Bajwa reported this project was awarded in May 2005 and is under construction.
- *Safety Realignment and Widening of SR 20* – Mr. Bajwa explained this project begins at the Yuba County line and extends four miles eastward into Nevada County. He reported that Caltrans is in the right-of-way (R/W) acquisition process, contacting property owners to give them the R/W requirements. He said the plans for relocating NID's facilities are nearly complete and the final design for the roadway is targeted for completion at the end of October 2005. Mr. Bajwa stated Caltrans is hoping to start construction in May or June of 2006, and the project cost is approximately \$20 million.

Commissioner Sutherland and Mr. Bajwa discussed potential wetland impacts related to this project. Commissioner Sutherland asked Mr. Bajwa to keep her apprised of the status of this issue.

- *Dorsey Drive Interchange* – Mr. Bajwa reported there are preliminary construction cost estimates for the four project phases. He noted that R/W cost estimates would be completed by the end of October 2005. He mentioned that due to funding constraints, Caltrans is considering phasing the project. They will look at traffic studies for the phases to insure that they do not negatively impact traffic flow. There is a Project Development Team (PDT) meeting scheduled on September 27, 2005 to discuss the project status, and the proposed public open house workshop. Executive Director Landon shared the next major milestone is completion of a draft environmental document by December 2005.

Commissioner Brady asked if Caltrans decides to phase the project, will they purchase all of the R/W now to offset inflation, or would Caltrans take it as a step-by-step

process? Mr. Bajwa replied that due to the funding constraints, the R/W acquisition will be determined as Caltrans goes through the process.

Executive Director Landon added that the cost estimates for the four alternatives are high, and there is not a large level of variation, due mostly to the fact that all four include the full widening of the bridge structure. Mr. Landon stated that one of the questions the Caltrans traffic analysis will answer is whether there is an ability to phase widening of the structure commensurate with the number of legs constructed.

- *SR 49 Five Lane Widening at the La Barr Meadows Road Intersection* – Mr. Bajwa stated Caltrans received approval from FHWA (Federal Highway Administration) for the revised project scope, and he reported the technical studies are underway. Executive Director Landon explained the project started as a widening from Combie Road to Grass Valley but, due to funding constraints, the available money has been focused on the first phase of the project at this location.
- *SR 49 Shoulder Widening Between Lime Kiln Road and Pekolee Road* – Mr. Bajwa reported this project is under construction and is scheduled for completion this construction season.
- *SR 89/I-80 Town of Truckee Dual Roundabouts* – Commissioner Susman reported that concrete is being poured on this project and the dual roundabouts should be functional by the end of the month.

Commissioner Sutherland thanked Mr. Bajwa for going to North San Juan and for communicating the highway regulations to the Ad Hoc Committee there. Mr. Bajwa responded that Caltrans will have the information for her regarding the cross walks after doing some technical studies to see if they are warranted in that area.

B. Deadman's Flat Overcrossing: Bill Davis, Caltrans Planner for Nevada County.

This report was given as a result of a request from Commissioner Sutherland in relation to a complaint about illegal access to the Deadman's Flat Overcrossing (also known as South Ponderosa). Mr. Davis reported the overcrossing is about two or three miles west of the Empire Street interchange at SR 49. It was constructed when the County entered into a controlled access highway agreement with Caltrans in the early 1980's, when SR 20 was rerouted through the area. Caltrans constructed the overcrossing to maintain access for private landowners. There is no access allowed to the overcrossing from SR 20, but individuals have been using 4-wheel drive vehicles to access it, which creates a dangerous situation. In response to Commissioner Sutherland's request, Caltrans placed boulders there to prevent continued access.

Mr. Davis reported on a second inquiry from Commissioner Sutherland regarding the potential construction of an interchange at Deadman's Flat overcrossing. The current controlled access agreement says no, however the agreement can be amended by mutual consent of both parties. He explained that a request to amend the agreement must be submitted to the California Transportation Commission (CTC). Before the CTC will consider a request, the interchange project would need to be included in the County General Plan and the Regional Transportation Plan. The project would also need to be coordinated with Grass Valley if it is within their Sphere of Influence. Including the project in the General Plan and RTP would necessitate completion of an analysis of its growth impacts under the California Environmental Quality Act (CEQA) and an air quality conformity finding.

Commissioner Sutherland commented that several of her constituents requested she look into this. One of the comments was related to the need for access by fire equipment. Members of her district would like her to keep this issue on the front burner.

Bill Davis responded that it would probably be easier to get a gate for Fire Department access, instead of requesting a full interchange. Noting that the access control agreement was made in 1980, Commissioner Sutherland stated that maybe the Commission does not need to address these issues at the present time, but requested that they be considered as the characteristics of the County change. Bill Davis said it is also important to note that there is no ingress or egress allowed along SR 20 between Penn Valley Road and Empire Interchange.

5. City of Grass Valley: Wolf Creek Parkway: Presentation by Sandy Jacobson, Recreation and Facility Manager, and Project Manager for the Wolf Creek Parkway.

Sandy Jacobson stated the Wolf Creek Parkway is a project that was established through the City of Grass Valley's General Plan and was also recommended in the City's Parks and Recreation Master Plan. In June 2004 the City funded a \$40,000 study and awarded it to RRM Design Group who is preparing an alignment study for the 2.2 mile multi-use trail extending from Glenn Jones Park to the intersection of Idaho-Maryland Road and Sutton Way. Ms. Jacobson said the project is broken up into six phases and would be developed over approximately ten years. She stated the City has held three public workshops. Before the conceptual project is taken back to the City Council for approval, the City brought it to the Commission to look over. If the City approves the project, it will go through environmental review and more detailed engineering. Ms. Jacobson mentioned Caltrans endorsed the project concept.

Commissioner Weaver made a motion to endorse the project in concept. Commissioner Sutherland seconded the motion. The motion passed unanimously.

#### CONSENT ITEMS:

6. Certificate of Appreciation: Ann Marie Robinson. *Authorized Chairman to sign certificate.*
7. NCTC Minutes: July 20, 2005. *Approved.*
8. NCTC Minutes: Special Meeting - August 10, 2005. *Approved.*
9. 2005/06 FY State Transit Assistance Apportionments: *Adopted the updated apportionment table as a basis for allocation from the State Transit Assistance Fund for FY 2005/06.*
10. Allocation Request from the Town of Truckee: *Approved Resolution 05-37 to allocate \$28,475 to the Town of Truckee from State Transit Assistance Funds for the operations of Truckee's transit and paratransit systems for FY 2005/06.*
11. 2005/06 Nevada County Transportation Capital Improvement and Maintenance Program (DOTS): *Authorized staff to include the 2005/06 Nevada County Capital Improvement Program (CIP) into the RTIP.*
12. Allocation Request from Grass Valley: *Approved Resolution 05-38 to allocate \$47,000 to the City of Grass Valley from the Regional Surface Transportation Program for the City's Traffic Congestion Relief Projects 2005.*

13. Nevada County Transit Services Division Request NCTC's Approval of Certifications and Assurances for their 2004/05 FY FTA 5311 Grant Application Package in the amount of \$133,659. Approved Resolution 05-39, to attest that NCTC certifies and assures that the Nevada County Transit Services Division has met the requirements to apply for FTA 5311 grant funds.

Commissioner Susman made a motion to approve the consent items. Commissioner Sutherland seconded the motion. The motion passed unanimously.

#### ACTION ITEMS:

14. Regional Transportation Mitigation Fee Update.

Executive Director Landon explained the staff report to the Commissioners and the history of the Regional Transportation Mitigation Fee (RTMF) program. The current action is to update the fee amount in the eight zones for 2005. He reported that there are four projects proposed for inclusion this year: Dorsey Drive Interchange, Grass Valley Corridor Improvement Project (GVCIP), the Idaho-Maryland/Brunswick Corridor Improvements, and the Ridge Road/Alta Street Intersection Improvements.

Executive Director Landon explained that the proposed \$4.3 million being added to the RTMF represents 47% of the cost increase on the Dorsey Drive Interchange identified by Caltrans in December of 2004. He noted that the funding associated with the GVCIP covers the next phase of project development work and that Caltrans and the City of Grass Valley are discussing the final project design and cost. The Brunswick Corridor Improvements have been in Nevada County's fee program for some time and are being brought into the RTMF, at the request of the Nevada County Contractors' Association (NCCA), in order to broaden the base of fee collection and speed up their construction. In his reporting, Mr. Landon stated over the next five years most of the expenditures from the RTMF will be on the Dorsey Drive Interchange. He noted the Technical Advisory Committee (TAC) recommended the Commission continue to move forward on updating and adopting the new fees to avoid falling further behind the rising costs of projects.

Commissioner Beason asked where the Idaho-Maryland/Brunswick Road intersection improvement was included in the report. Mr. Landon responded that it appears under the Brunswick/Dorsey signal, being the extension of Dorsey Drive and the realignment of Idaho-Maryland Road. He said that growth in traffic volumes would necessitate relocation of the intersection in the future. Commissioner Beason stated that he did not want to wait for the Dorsey Drive Interchange to be constructed, or development of the Loma Rica Ranch property, before improving the safety of the Idaho-Maryland/Brunswick Road intersection.

Referring to an email letter from the NCCA to the Commission, Mr. Landon invited the NCCA representatives to present their concerns. Barbara Bashall, Executive Director of the NCCA, referred to the letter she sent to the Commission stating specific issues the NCCA has with the proposed RTMF update. Jim Curtis, NCCA's Attorney, said NCCA's question is, "Do residential projects in outlying areas pay their fair share of improvement costs?" Mr. Curtis stated the NCCA is concerned the community will lose the ability to provide support for commercial and industrial enterprises within the core area because they will be priced out of existence. He believes this could potentially result in people having to shop out of the County, as was the case thirty years ago.

Executive Director Landon responded to eight key statements made in the letter from the NCCA.

1. The method of traffic forecasting needs to change. / Mr. Landon stated he does not disagree with that statement, in principal, and it could be considered. His concern with cost escalation is that we need to move ahead with the current RTMF update, in order to maintain some parity with the cost increases being incurred. He stated that delaying adoption of the update until retooling of the model is completed would slow collection of fees and be a detriment to timely construction of the projects.
2. A request to increase residential fees to reflect the impact that residential construction outside Zone 8 has on the City of Grass Valley. / Mr. Landon is not opposed to looking at that and to give it due consideration, but it will be a process that will take some time. He recommended to not forestall the adoption of the update until the review is done. Barbara Bashall used statistics cited in NCCA's letter to point out how much growth is occurring outside of Grass Valley and contrasted it with the growth inside the City. She stated that in 2004, 440 homes were built in Nevada County, while twenty-six homes and about four business park/commercial projects were built in the City. She believes that this reflects a trend over the past five years. Ms. Bashall's point was to paint a picture of where the growth is happening and how it is impacting the City of Grass Valley. Mr. Curtis asked for a compromise in the fee structure, to increase the residential fees, since there will probably be more residential projects constructed in the next year than there will be commercial projects.
3. Request for a Nexus Study of Brunswick Corridor Improvements. / Mr. Landon pointed out the Brunswick Corridor Plan was the initial study for the three projects being brought into the RTMF. NCCA is "requesting all existing funding sources be accurately identified and accounted for, including Measure F monies that could be used for road improvements with existing deficiencies such as Idaho-Maryland, Brunswick, and Loma Rica Road." Mr. Landon agreed in principal that there is a need to look at every revenue source, but he also pointed out that the NCTC has no authority to direct the three jurisdictions how to use their money.
4. The level of service (LOS) standards are based on just the PM peak hour and NCCA feels it is unrealistic to spend millions of dollars to correct an intersection that is functional twenty-three hours out of the day. / Mr. Landon had no comment on this item.
5. NCCA suggested lobbying Caltrans to consider more design exceptions. / Mr. Landon said there are times when design exceptions are appropriate and should be considered. He expressed the need for caution when seeking design exceptions, noting that NCTC is asking Caltrans to consider an exception to the height standard for the Dorsey Drive bridge and in the previous week the bridge was struck by a mobile home being transported on the freeway.
6. NCCA expressed the need to establish different road standards and consider narrower lane widths and slower design speeds. / Mr. Landon mentioned that this issue has been discussed previously and he believes that there are opportunities to use alternative road standards in the community. He is willing to collaborate with County and City staffs to determine where alternative standards might reduce the impact of improvement projects and/or reduce the cost of constructing improvement projects.
7. Currently, improvement projects are determined by County staff and brought to the Commission for acceptance, and NCCA is proposing the Commission needs to determine

the priority of projects. / Mr. Landon explained that NCTC administers the RTMF program on behalf of the three member jurisdictions and recommends project priorities. Grass Valley, Nevada City, and Nevada County make final determination as to which projects will be funded. Chairman Ingram reaffirmed that NCTC's recommendations on the RTMF update would be passed on to the Cities and County for their review and approval. Their approval processes include public hearings. Mr. Landon added that the updated fees are not implemented until sixty days after they are approved by the jurisdictions.

8. The money required to pay for existing deficiencies in our transportation system is huge; it doesn't appear that our State and local governments are likely to have money to resolve these issues. It seems like the only likely solution is to pursue a sales tax initiative dedicated to these specific deficiencies such as Dorsey Drive Interchange. / Mr. Landon discussed how the issue of existing deficiency was addressed for the Dorsey Drive Interchange and other projects when the RTMF was first developed. He noted that there is basis for the NCCA comment regarding the apparent inability of State and local governments to fund all of the community's transportation needs. From his perspective it is important to move forward on the funding issues.

#### Public Comment on #14 - RTMF Update

Chet Krage, a resident of South Nevada County, encouraged the Commission to move ahead with the RTMF update. He also strongly advocated the NCTC move slowly in relation to changes among zones, as was recommended by Mr. Curtis. Mr. Krage shared that South County is experiencing rapid growth, with a lot of commercial development pressure, and it was the intent of the County's General Plan to create community regions with local shopping, to decrease trips up to Grass Valley/Nevada City. He feels it would not be well received for South County to pay a larger proportionate share into the RTMF program. Mr. Krage said the Penn Valley area is a similar situation.

Steve Enos, a resident of Grass Valley, referred to RTMF Exhibit 4 and said it would be helpful to add a column to the spreadsheet so that actual revenues could more easily be compared to revenue projections. Mr. Enos said that infrastructure improvements are not keeping pace with growth. He stated that NCCA's comment about there being only one hour a day when there are traffic issues is incorrect for western Nevada County. He said we have traffic problems up to five times a day.

John Rumsey, Senior Civil Engineer for Nevada County DOTS, responded to the letter from NCCA. He said the calculations of trips from one zone to another is a very extensive process and he believes development will pay for itself, since they have been collecting for a number of these projects since the late 80's and there were no existing deficiencies when the process was started. Mr. Rumsey believes it is important to move forward with the RTMF update.

#### Commissioner Comments on #14 - RTMF Update

Commissioner Brady stated the GVCIP and Dorsey Drive Interchange are two projects of extreme importance and he understands the immediacy of getting fees appropriately set. He believes that actual collection of fees has not met the projections and therefore improvements have not been constructed and traffic congestion has increased. He noted that families from Rough and Ready, Penn Valley, Banner Mountain, and Cement Hill, produce the same impacts on schools and shopping as families in Grass Valley, however there are disparities in the fees paid for homes built in those areas. He agreed that South County has the alternative to shop in Auburn. But he thinks the



residential fees need to be adjusted, plus there is a need to look at the zones and their relationship to each other.

Commissioner Beason questioned the difference in trip generation rates between residences in rural and urban areas. John Rumsey responded that the trip rates are developed through calibrating the model. Mr. Rumsey added that the zones outside of the Grass Valley/Nevada City area have fees to cover improvements within each zone, so they are contributing more in the way of traffic impact fees than just what they contribute to the regional program. Commissioner Beason expressed the importance of collaborating with the Cities and County in a review of the issues regarding the RTMF update. He suggested that it may be acceptable to move forward with an interim fee and then, as a result of the review process, look at alternative ways of setting fees for business park/commercial and residential developments.

Commissioner Sutherland said the Commission needed to look at as many alternatives as possible that are fair to the people, especially in the unincorporated areas. She mentioned there is a desire to encourage business development in North San Juan and Penn Valley, with the attempt to keep people off the roads and in their local community, and provide adequate public services for everyone. Commissioner Sutherland reported that she worked in Riverside County when they raised new construction mitigation impact fees for transportation, and it was well received in the community. She said unfortunately it drives up the cost of housing, and Nevada County already has a problem with that issue.

Commissioner Susman supported moving forward with the RTMF update and did not support anything that would deter commercial growth. He believes this is more than "catch up" but it is clearly new development paying it's own way. Commissioner Susman said the county sales tax and other means of funding in the future could cause the mitigation fee collection process to be revisited at a future date. He said if the development patterns change, and outlying areas develop more and build their own commercial areas, he could then see it would be good to take some burden off the expensive zones and balance the fees to be more equal per zone. Commissioner Susman commented on the letter from the NCCA. He believes the application of the methodology is what is key, so the trip generation numbers are fair and equitable.

Commissioner Weaver agreed it is important to move the update along. He felt one item that had not been discussed or addressed was the critical issue of affordable housing in Nevada County.

Commissioner Steele mentioned his concern over the modeling effort and believes there is a need to look at trip generation, particularly housing in the rural part of the county, and issues pertaining to transportation of the senior population. Commissioner Steele said that economic growth will be a critical part of traffic congestion in the future. He stressed the need to make fees affordable for commercial projects, to provide local employment, and to recapture local sales tax. He believes, even though we have a serious affordable housing issue, that the rural residential population are major contributors to the traffic issues and they need to be paying more of their way.

Executive Director Landon explained when the RTMF program was set up, it was recognized that commercial development in Penn Valley and South County would draw trips away from Zone 8. Therefore, residential developments in those areas are charged fees and commercial developments are exempt.

Chairman Ingram noted that she believes there is a great disparity between residential and commercial fees. She recognizes that even though there is a need to provide affordable housing, there is also a need to provide adequate traffic flow through the community. She said that she looks

forward to getting the disparity issue in front of the Cities and County, where it could be discussed and resolved.

Executive Director Landon said that just as the RTMF program was developed through a collaborative process, he would expect to conduct a similar process for any modifications to the program. Chairman Ingram questioned if there is a time frame that fees have to be in place? Executive Director Landon responded that AB 1600 requires an annual update and report on the RTMF, but not a time certain for adoption of new fees.

Commissioner Susman commented that the motivation is to capture fees from new development, so time is of the essence.

Commissioner Brady said he sees a discrepancy between zones. He thinks the apportionment needs to be reviewed, and the fees for housing are proportionately less than what they should be. Commissioner Brady believes one of the reasons there has been slow collection of RTMF funds is because commercial growth did not happen at the pace projected. He feels strongly that fees need to be increased to resolve the traffic deficiencies that western Nevada County currently has and he would like the update to move forward as quickly as possible.

Commissioner Beason said he would take this issue to the Board of Supervisors and get support for collaboration with the municipalities and NCTC staff.

Commissioner Sutherland requested the zones be reviewed to decide if zones need to be added or if boundaries need to be changed. She stated that many citizens in Zone 7 do commercial shopping in Marysville.

Commissioner Steele endorsed Commissioner Beason's idea of incentives, to get the type of growth desired, and to be able to reduce traffic congestion. He would like to see the changes made before the update is approved.

Chairman Ingram responded that it would cause the process to get further behind if action is not taken today. She reminded everyone that NCTC is not the jurisdiction that is going to make the final decisions. She believes it is prudent to get the RTMF Update off NCTC's agenda and back to the jurisdictions.

Barbara Bashall asked that the resolution to be passed today would state an urgency measure to address their issues. Her concern is once the resolution is adopted, the urgency is lost and the review is a lengthy process that needs to stay in front of the NCTC and governing jurisdictions.

A Commission discussion ensued regarding wording of a motion.

Commissioner Beason made a motion to adopt Resolution 05-40, which endorses modifications to the mitigation fee assumptions and implements the updated 2005 RTMF Expenditure Plan. The motion also requests the jurisdictions consider collaboration, review, and possible revision of these fees, with a sense of urgency, and encourages action by June 30, 2006. Commissioner Sutherland seconded the motion. The motion passed unanimously.

#### 15. Request for Proposal Public Opinion Survey

Executive Director Landon reported that staff had prepared a Request for Proposal (RFP) and an amendment to the Overall Work Program (OWP) budget to fund this public opinion survey, as

directed in our July NCTC meeting. Mr. Landon requested that two or three of the NCTC Commissioners volunteer to participate on a Steering Committee, and staff will contact several community groups to participate on the Committee.

Commissioner Beason requested that public transit get equal consideration in this public opinion survey. Commissioner Steele volunteered to be on the Steering Committee, and stated he would like to accomplish a "unified vision" of what the citizens would like to see. Commissioner Beason also volunteered to be on the Steering Committee.

Jerry Mehren, a member of the public, suggested that people on the Steering Committee should ride public transit and make themselves known to the daily riders.

Harriet McKay, a member of the public, stated that she strongly supports the public opinion survey giving equal time to public transit.

Commissioner Sutherland requested that staff work through her Ad Hoc groups in Penn Valley and North San Juan to get public input.

NCTC staff was directed by Chairman Ingram to ask the Transit Services Commission if they would like to have a representative on the Steering Committee.

Chairman Ingram requested a motion to direct the two NCTC Commissioner volunteers and staff to create and participate on the Project Steering Committee, with the goal of finalizing the RFP for a public opinion survey. Commissioner Susman made the motion and Commissioner Sutherland seconded the motion. The motion passed unanimously.

The Commission took a break from 10:50 a.m. to 10:54 a.m.

16. Amendment I to the 2005/06 Overall Work Program (OWP)

Executive Director Landon listed and explained the changes proposed to several work elements in the 2005/06 OWP, and modifications in the budget to reflect the changes. The Commission discussed the proposed changes to the OWP.

Commissioner Susman made a motion to approve Resolution 05-41, Amendment I to the FY 2005/06 Overall Work Program, and authorize expenditure of up to \$3,600 for a lap top computer and projector. Commissioner Steele seconded the motion. The motion passed unanimously.

17. Discussion of NCTC's Meeting Schedule

Commissioner Beason requested a discussion to entertain the option of going back to meeting every month, out of a concern of leaving the staff without direction for sixty days at a time. His suggestion is to have nine meetings a year, and he stated that Commissioner Steele's idea was to have alternate meetings focused on one specific project or issue for the entire meeting. Commissioner Steele commented he did not want to have monthly meetings just so things could be rubber-stamped. He also wanted to alleviate staff from doing unnecessary work, so the focus could be on substantial discussions about specific projects or issues needing to be resolved.

Harriet McKay, a member of the public, thought it was a good idea to have workshop meetings in between regular meetings.

Chairman Ingram commented that she would like the meetings to be effective and that something would come out of them that would be useful. She thought the joint workshop on traffic was very important and effective, however, if decision makers are not at the meetings, she thinks it would be an ineffective use of time.

Commissioner Susman suggested an afternoon or evening meeting once or twice a year to capture another part of the public who cannot attend morning meetings.

Commissioner Weaver agreed that the evening meetings would be helpful for Commissioner schedules too. Commissioner Beason said the NCTC could try this new format and if it is not working, then it could be discontinued. Commissioner Susman asked what staff thought of these ideas.

Executive Director Landon responded that the special workshops would be a good idea, especially if staff doesn't have to reproduce the financials and other typical agenda items.

Commissioner Beason suggested NCTC's 2006 meeting schedule reflect this idea of incorporating several workshops along with the regularly scheduled bi-monthly meetings. Chairman Ingram asked Commissioner Beason to work with staff to prepare a 2006 meeting schedule, with ideas to bring back to the Commission on how to schedule workshops and what type of programs to have. Commissioners Beason and Steele agreed to provide direction to staff.

#### PUBLIC COMMENT:

Harriet McKay, a member of the public, told of a public survey that was conducted in 1982.

Jerry Mehren, a member of the public, asked if copies of the NCTC newsletter could be put on the buses. He questioned when the transit rates are going up, because the riders are expecting an increase.

#### COMMISSION ANNOUNCEMENTS:

Commissioner Sutherland mentioned that she had a very productive meeting in North San Juan and thanked Winder Bajwa of Caltrans for his participation. She also asked that the TSC meeting time appearing on the agenda be at a later time, because the NCTC meetings always go past the 9:30 a.m. posted time and the underestimated starting time could inconvenience attendees of the TSC meeting.

Commissioner Steele stated that transportation and economics are tied together. He reported that the Economic Resource Council has a new Executive Director, Chuck Neely. Commissioner Steele suggested the NCTC invite Mr. Neely to some of their meetings.

Commissioner Susman announced he is now on the Board of Cal/LAFCo on behalf of Nevada County. He has also been asked to be a presenter at the annual conference of the California League of Cities, and he will be a panelist for economic development for small cities and counties.

Commissioner Beason stated he is participating on an Ad Hoc Committee for the Area 4 Agency on Aging. He noted that Area 4 has reappropriated \$139,000 of older American act funds that were previously coming to Nevada County. He is doing what he can to protect the funding.

Commissioner Brady commended Executive Director Landon on keeping the NCTC updated on the development of the GVCIP. Now that the City of Grass Valley has taken over project management,

he would like to be updated on the progress of the project and the City's project management process at the next NCTC meeting.

SCHEDULE FOR NEXT MEETING:

The next Commission meeting is scheduled for Wednesday, November 16, 2005 at 8:30 a.m., at the Nevada City City Council Chambers, 317 Broad Street, Nevada City.

ADJOURNMENT OF MEETING

Commissioner Weaver moved to adjourn the meeting. Commissioner Sutherland seconded the motion. Chairman Ingram adjourned the meeting at 11:32 a.m.

Respectfully submitted: \_\_\_\_\_  
Antoinette Perry, Administrative Assistant

Approved on: \_\_\_\_\_

By: \_\_\_\_\_  
Patti Ingram, Chairman  
Nevada County Transportation Commission